LITTLE THINGS THAT COST US MILLIONS EACH YEAR.

Trey Has Almost a Monopely of the Collar Business, as Grand Rapids Has of Furniture-Peeria the Chief City for Making Spirits, Louisville for Whiskey.

Nowhere also on earth is there so wide a territory of absolute free trade as in the United States. No other nation produces so much from the ground. No other nation manufactures so much, and no other nation has people who can afford to buy as many or as good things. And our commerce, big as it is, is growing all the while. To show the increase in trade it is not necessary to take up the big things. Do you know that we spent \$15,000,000 for buttons last year? The statistics show that five concerns in the United States which produce steel pens exclusively have doubled their product in the short space of six years. It now requires upward of \$4,000,000 to pay even our annual bill for lead pencils.

Volumes would be required to give the details of the manufactures of this country. but there are some instances in which particular cities excel. Troy, N. Y., manufactures nearly 90 per cent. of the collars and cuffs made in the United States. There are 17,000 wage earners in that city who make their living by manufacturing our coll ars for us. Troy owns the collar business by the divine right of discovery. In 1829 Ebenezer Brown started there the first collar factory on earth. The early patterns were tied about the neck with a string. Six years later laundering was begun in connection with the business, and the stiff collar and "biled" shirt were born into the world of commerce. However, we Americans still use millions of shirts of the "hickory" variety, which are forever innocent of a laundered collar.

Grand Rapids, Mich., is famed for furniture. Every polite and bowing salesman of household goods in the country has learned to say "Grand Rapids" as if it were a sacred word. A unique feature of furniture making and selling in the Michigan city, is the semi annual fair which is held there each January and July. It lasts an entire month and is attended by not only thousands of buyers from the different States in the Union, but from foreign countries as well. Grand Rapids owes its supremacy in this line to its proximity to the finest hardwood forests on the continent, and to the fact that it "got there first. It has forty-three large factories which give employment to 15,000 skilled workmen. Another peculiarity of the Grand Rapids industry is that most of the workmen are a second generation of skilled Dutch artisans who are so regular and orderly in their habits and ways of thinking that they cannot

be induced to participate in strikes.

Minneapolis makes more bread stuff than any other city in the world. There are twenty-two enormous flour mills in the Minnesota city whose combined daily capacity is equal to grinding the wheat from 28,000 acres of rich American fields. Their daily output amounts to 75,000 barrels of flour. Still more surprising is the thought that it requires 5,000,000 acres of land to grow enough wheat to keep the mills of Minneapolis running for a year.

Peoria, Ill., makes more spirits and pays more internal revenue tax to Uncle Sam than any other city, great or small, in the

than any other city, great or small, in the Union. Last year Peoria paid \$33,000,000 in internal revenue tax, nearly all of which was on high wines or alcohol. This was more than twice as much tax as was pald

more than twice as much tax as was paid by any other city in the country.

Louisville distils more whiskey than any other city, but its solid mile of wholesale whiskey houses is partly devoted to blending Kentucky whiskey with Peoria high wines and Cincinnati neutral spirits. Although the Kentucky metropolis has a mile of street devoted to whiskey, it drops into smaller dissipation and devotes nearly as much space to a tobacco market which is the largest in existence. is the largest in existence.

The manufacture of agricultural imple-

The manufacture of agricultural implements is the life of such prosperous cities as South Bend, Ind., Akron, Ohio, and Moline, Ill. Thousands of our ploughs are now being used to rip open the virgin sod of the Argentine pampas and the South African veldt. Kansas City and Dallas have long battled for the supremacy as distributors of farm machinery, and of late years the Texas city has made remarkable strides toward victory in the contest. Seven out of every 'ten omnibuses in the United States are made in Quincy, Ill.

The products of the paper mills of the country, mostly in New England and the north central States, have increased eighteenfold since 1850. More than 3,500,000 cords of wood are being used every year in making pulp in our paper mills. Trees are being turned into newspapers at a rate which is causing much alarm to those scientists interested in preserving the forests. Leading publishers have taken time by the forelock and purchased thousands of equare miles of virgin forest in Newfoundland.

Detroit claims the lead of the world in

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equare miles of virgin forest in Newfoundland.

Detroit claims the lead of the world in the manufacture of automobiles and computing machines—two great industries which have grown up inside of five years. This city possesses twenty automobile making establishments which turn out annually a product worth \$12,000,000. It is also the largest producer of pharmaceutical preparations.

Uncle Sam is a great shoemaker. He not only supplies his own wants but furnishes foreigners with a large amount of their footwear. The European salesman displays the shoe marked "made in America" as proudly as the carpet man exhibits his rugs from Turkey. The value of the annual product of our shoe factories is \$350,000,000—almost enough to build two Panama canals. Boston, and St. Louis are the great shoe centres. St. Louis distributes more shoes through its jobbing houses than any other American city, and sixty per cent. of the quantity it distributes is made in its own factories.

The cotton seed oil industry is scattered all over the South, but its general centre is Memphis. For a century after cotton became the king of textile staples the cotton seed was despised as a worthless vexation. Then its utilization was begun. In 1880 nearly \$4,000,000 worth of cotton seed oil and byproducts was produced. Last year the best estimates placed the amount at \$80,000,000, or twenty times more than the product of 1880.

Pittsburg makes enough steel rails each day to build more than eleven miles of railroad track. One of the unique features of the Smoky City is its wonderful marine commerce. It is at the head of navigation on the Ohio River and ships 10,000,000 tons of freight by water each year, although boats can be handled only during the high water stage. If it had a nine foot stage all the year round there is no telling to what dimensions its marine commerce would reach.

Cities which send the products of the United States to foreign lands must needs

what dimensions its marine commerce would reach.

Cities which send the products of the United States to foreign lands must needs gather them from within. New York ships more wheat and receives more wheat than any other city in the world. A large part of this grain has previously been collected at Buffalo. Next to New York, Portland, Ore.. at the other side of the American empire, ships more wheat than any other city here or abroad. Portland leads all the world in the shipment of lumber, and on account of being stuated near the great unout forests it will probably lead in lumber production for many years to come.

CHICAGO, Feb. 8 .- The crowd at the aut

DIXIE SHOWS ENDURANCE. Fast Motor Boat Covers 21 Miles in 47

Minutes 50 Seconds. MIAMI, Fla., Feb. 8.-The Miami regatta ended this afternoon, the last of the three days having been in many respects the best, although Biscayne Bay was less smooth and the temperature decidedly lower than yes-sterday. The Secret, the Bay City, Mich. motor racer, owned by Crain of Detroit, Mich., which has been through all kinds of mechancal troubles, was put through her paces this on, but struck a partially balky fit and failed to reach the rate of twenty-one niles an hour, although she is credited with

having exceeded thirty. The free for all race for craft combining sail and power was the first event ended in the afternoon. The boats made a wonderfully picturesque figure as they got away together on their nine mile triangular course at 11:30 o'clock in a fresh breeze. The winner was Yuma, which finished at 12:54:40. The rder and times of the others were: Klondike, 12:57:03; Whiz, 1:00:25; Savalo, 1:12:05; John Daggett, 1:13:00.

There was lively interest in the race for arge working launches, 8.4 miles, the principal event of the afternoon, until near the end when it became a procession instead of a nip and tuck struggle. The winner was the Truant of Miami, with the Cocoon of New York, second, and the Uncle Sam of Daytona. Fla., third. Three turns were required on which the Uncle Sam, being much the broader was put at a disadvantage. At the end of the arst half in making the second turn, the boats were nearly on a line, but the Uncle Sam being more ponderous, caught the wash of the other two. She almost regained her place on the third quarter, however, turning nd, but steadily lost after the third turn, In the morning the chief competition was

the twenty-one mile endurance test for speed

launches with five turns. This was the

launches with five turns. This was the sportiest event of the three days, the Dixie giving additional proof of her trustworthiness, for long distances. The bay was a bit rough, so Capt. Pieroe took the wise precaution to put a life preserver on over his oilskin.

The Dixie at her speed required a far greater swing than the others and the spectators were spellbound at the picture she cut in turning the stake. The last turn, made far closer than the others, was cheered to the echo. The elapsed time of the Dixie for the twenty-one miles was 47 minutes 50 seconds, being a shade under 2½ minutes for each mile, very fast going considering the turns and conditions. The Simplex, which finished first, made the evenest showing, however. The Swallow ended second, being hard pressed by the Dixie, because she cracked an exhaust pipe. The Nera was last.

Boot. B. M. 8. H. M. 8. Mora. 11 04 15 12 37 15 Simplex VIII 11 10 35 12 29 39 Swallow 11 23 38 12 29 49 Dixle 11 42 09 12 29 59 The working launches all got off at 3:30 o'clock. Their times of finish were: Truant, 4:22:55; Cocoon, 4:23:28; Uncle Sam, 4:23:54.

NEW ATHLETIC SYSTEM.

Columbia Freshmen and Sophomores Must Pass Competitive Examinations.

Dr. George L. Meylan, head of the gymassium department of Columbia University, has introduced an entirely new system of athletic training and examinations by which a man may get credit for improvement in The course is compulsory for all freshmen and sophomores and consists of three parts. First is a series of lectures on hygiene and physical training, which counts 20 per cent. of the course. The second part consists of work on the parallel bars, side horse, rings and ladder, together

with dumbbell exercises and club swinging. In the third part of the course there is an examination in running, jumping, swimming and rope climbing. In each trial a maximu of twenty points may be obtained. In the running high jumps scoring begins at 3 feet in inches and one point is given for each extra inch in height. The candidate in jumping must clear 20 feet 6 inches before he begins to score, and one point is given him for each extra six inches that he makes There are four running tests, one at one

lap, at two laps, at half a mile and a mile The required time for one lap is 27 3-5 seconds. with one point added for each two-fifths of The time for two laps is 56 seconds one point equalling three-fifths of a second The required time of the half mile is 2 minutes nds, and one extra point credit is given the second under that time. For the

SKATING MEETING A FIZZLE.

A. A. U. Still Unsettled.

A special meeting of the National Skating Association had been called for last night to take final action on the imbroglio with the Amateur Athletic Union, brought about by the competition of American skaters in the Canadian championships.

The members gathered at the New York

problem when D. H. Slayback, president of the N. S. A., pointed out that the meeting and not been called in pursuance of the con stitution, as the stipulated two weeks notice had not been given.

Another meeting was then announced, to be held on February 25, and the association is therefore in much the same position as it was before the Canadian championships, when it ostensibly withdrew its warlike resolution aimed at the A. A. U. alliance, while the skaters were on the way to Canada to compete at the outlaw meeting. The members of the National Skating Association are divided on the question of

preaking the alliance with the A. A. U. in such a summary manner as was indicated

such a summary manner as was indicated when the resolution recognizing the meeting at Montreal was passed and these A. A. U supporters got it rescinded, but to no effect, as many of the skaters competed anyhow. These men who are now disqualified by the A. A. U. are entered for the National Skating Association's championships to be held next Tuesday at Newburgh under the auspices of the Newburgh Wheelmen. F. M. Clark, who will be referee at the ohampionship meeting, said last night that he did not know what course would be taken in regard to the disqualified men competing, but that he personally was in favor of their skating under protest.

Those who made the fruitless journey to the New York A. C. last night were D. H. Slayback, Clifford D. Dunn, C. E. Dunn, F. M. Clark, J. B. Storey, H. Mosher and J. Hemment.

Eastern yachtemen are jubilant over the success of Class Q since the scantling table has been adopted. Until the scantling rules were framed and agreed on yachtsmen did not care to enter the class because some might take advantage of the rules and turn out a lightly built costly boat, but now five boats have been ordered, two more are assured, and it is indicated other yachtsmen who have not quite decided what to do will build so that the class will reach ten. The Orestes, champion of last season, will race, and there will be the Dorothy Q. Sally X. the Tillinghast boat, one designed by F. D. Lawley and boats for Fabyan and Mokee and Francis Skinner. These boats will race in the regular regattas and compete for the Lipton cup, which is the championship trophy. This cup must be won twice to become the property of the owner of the winning-yacht and it is now held by the Orestes. might take advantage of the rules and turn

One game was played in the 14:2 balk line tournament for Class B amateurs at Maurice Daly's academy yesterday and it was won by Brown, who defeated Levine by a score of 250 to 175. The winner made a high run of 59 and averaged 4 26-56.

SPORTING TALK OF INTEREST

DONOVAN TALKS OF BROOKLYN TEAM'S PROSPECTS.

Expects a Much Better Showing Than Last Year—Hanion's Experimental Cincin-nati Nine—Leading Nominators for Puturity of 1909—Lewis-Mellody Mill.

Manager Patrick Donovan of the Brooka general statement relative to the strength care to predict just where the Brooklyns will finish in the National League champion race, but he declares that in his opinion the team will do much better work than last season. Ife believes that he has a first class pitching corps with Scanlon, Stricklett, McIntyre and Pastorious as the regular boxmen, and also expects Eason to be of much service Donovan also feels confident that Bell, a new twirler, will pan out weil, with Whiting, Rucker and Henley to be developed later on The Brooklyn manager thinks that Bergen is the greatest throwing backstop the game has ever seen, while Ritter, Henley and Butler can all be depended upon to catch good ball. Donovan is sure that his infield will be stronger with Jordan, Alperman and Casey covering the bases and Lewis at short field, while in his belief Outfielders Lumley, McCarthy and

Maioney will be hard to excel.

Donovan took hold of the Brooklyn team a year ago, when the fans had turned their backs on Washington Park. Few baseball experts believed that he had a chance to improve the team with the material in hand, but after a poor start and a long, distressing string of defeats he gradually welded the team together until it became a factor in the campaign. It was this excellent work on the part of Donovan and the Brooklyns that created an opinion that the team will play good ball this year almost from the start. The club officials are confident of success and so are the fans, who have not seen real championship ball played by a representative team since Ned Hanlon handled the memorable pennant winners resulting from a consolidation with the Baltimore club. Donovan manager and that the St. Louis Nationals and Washington Americans erred when they let him on before he had a chance to demonstrate his real worth. Brooklyn got him without paying a penny for his release and to him alone belongs the credit of restoring Park.

Manager Hanlon of the Cincinnatis will take twenty-seven players to Texas next month. He will have eleven pitchers, four catchers, six infielders and six outfielders when the Reds begin to train. John Ganzel, who will play first base, will be the field capain, with the rest of the infield covered in all probability by Huggins at second, Mowery at third and Lobert at short field. Hanlon has many young pitchers and outfielders to develop, and as the team will be an experiment for the most part it is not generally expected that the Reds will prove strong factors in the pennant race until next year when Hanlon will have another chance to patch up whatever weak spots may be found this season. In view of his attempt to build. up a team from practically new material Cincinnati fans would do well to refrain from criticising Hanlon too severely at the outset of the coming campaign.

John J. McGrath, who has managed a number of local semi-professional teams with success, has signed to manage the Savannah Southern League team. This will be the young man's first attempt to handle a minor league team, but he is a good judge players and a bustler from away McGrath writes to THE SUN that he would think they have ability enough to hold a job n the Southern League.

Martin Kirby, a weil known baseball enthusiast and sporting man, who died on Tuesday, was buried yesterday. Many well known politicians, police officials and other notables attended his funeral. For many years Mr. Kirby was identified with sporting ventures and was a close friend of the late lames C. Kennedy. He retired from busi ness several years ago and turned his attention to baseball, being an ardent follower of the fortunes of the New York Americans from the time that they began playing in this city. He was popular with the players, for whom he did many favors and had an army of friends who will mourn his lose.

in 1909, entries for which closed on January 2 last, has 945 eligibles. The leading nomi-nators are August Belmont, James B. Haggin, Perry Belmont, H. B. Duryes, George C. Bennett, H. P. Headley, F. R. Hitchcock, T. Hitchcock, Jr., James R. Keene, Clarence H. Mackay, J. E. Madden, Michael Murphy, Oneck Stable, Ormondale Stable, W. L. Powers, John Sanford, Barney Schreiber, E. R. Thomas, H. P. Whitney, R. T. Wilson, Jr., Brownleigh Park Stable, Mrs. T. J. Carson, E. I. Clay, E. C. Cowdin, F. A. Forsythe, H. T. Oxnard, R. H. McCarter Potter, A. B.

Mr. Haggin has made the largest number of nominations, the sires being Wateroress, Star Ruby, Goldfinch, Kinley Mack, Dieudorne, Waterboy, Royal Flush III., Africander, McChesney, Mimic, Sombrero, Greenan, Kilmarnock, Gerolatein, Maxio, Bute, Slave, Montana, Juvenal and Reliable. August Belmont has made nominations, the sires being Octagon, Hastings, Melton, Meddler, Hamburg, Florizel II., Ethelbert, Don de Oro and Yankes. H.B. Duryea has five eligibles, the get of the noted Irish Lad. A majority of F. R. Hitchcock's eligibles are by the Futurity winner Yankee, who is also the sire of many of John E. Madden's eligibles, the others being sired by Ogden, Galore, Mi-graine, Plaudit and Planudes. Mr. Keene's Bells, and Optime, the dam of Sysonby; Ben Strome, Mazagan, St. Simonian, Sempronius, Monsieur de Lorme, Alloway, Sorcerer, Hand-spring, Star Shoot, Ben Brush, Dieguise,

Voter, Kingston and Hurst Park.
Mr. Mackay has nineteen eligibles, the get of the great Meddler, with others sired by Hastings, Banastar and Mesmerist. W. O'B. Macdonough, owner of the Ormondale Stable, is represented by the get of Ossary, Orsini and Borgia. John Sanford's eligibles are by Rockton, Chuctanunda and Clifford. Barney Schreiber has sent nominations representing Bannockburn, Sain and Sir Hercules. Mr. Whitney's eligibles are by the famous Ham-Ruskin and Garry Herrmann, while all of R. T. Wilson, Jr.'s, eligibles are sired by Mexi-can. H. T. Oxnard's Islington, Prince of Melbourne, Inflexible, Golden Maxim and

If Willie Lewis defeats Honey Mellody in their fifteen round battle for the welterweight championship to be decided in Rhode Island on Monday night he will probably make a match with Joe Thomas, the clever middle-weight, who has just arrived in the East looking for a mill. Lewis has been compelled to take off nearly twenty-five pounds to make weight for the Mellody fight, but his friends think he will win to a moral certainty. Mellody knocked Lewis out the last time they met and is at his best just now, which has caused his immediate followers to believe that he has the Indian sign on the local

The officials at City Park have reinstated Bookmaker Sam Most, who was ruled off the turf last winter, charged with attempting to bribe Jockey B. Smith. Chris Martin, who was also rulled off for participation in the scandal, will probably be restored to good standing also. Judge Travelyan, who has resumed his duties at City Park, sanctioned the reinstatement of Most.

Bookmakers at Oaklawn. Hot Springs, are using the same methods employed by the layers at Bennings last fall. They have no fixed positions in the betting ring. Hamilton, N. Y., Feb. 8.—Pennsylvania defeated Colgate at basketball here to-night, at to 24. The same was fast and exciting throughout.

Bookmakers at Oaklawn, Hot Springs, are using the same methods employed by the layers at Bennings last fall. They have no fixed positions in the betting ring, but keep moving all the time. No slates or other paraphernalia are used by them, and the track managers believe that even if a layers under the new order of things cannot be remarked with.

THE SUN. SATURDAY, FEBRUARY 9, 1907. YACHT RACING IMPROVED.

New Rule Calling for Wholesome Type Benefit to the Sport.

The work done by yachtsmen in the last year or two has put the sport of yacht racing on a much fairer basis than it ever was before. There was a time not very long ago when each club had its own set of rules, not only of measurement but of sailing, and things were in a mplicated condition. The sport then was one in which only the wealthy could participate with any chance of success, because the man who could afford to spend lots of money on light construction, on many suits of sails on costly material and in securing the best professional talent would naturally against the man who could only afford to buy a plain boat and who had to economize on the pkeep even of that.

Now the rules call for a craft of wholesome type and a committee is at work framing rules that will insist on the racing yachts being substantially built, so that there will be no possibility of a vachtsman having a vacht built that will only hang together long enough to enable him to capture the prizes he wants. The one design classes have for some time saved the sport. If there had been no one lesign classes yacht racing with only the

regular classes would have fallen to a very low ebb. Men who wanted to sail and race yachts realized that they had little chance of success in the regular classes, and some formed combinations and built in classe where, under the restrictions that were framed,

where, under the restrictions that were framed, each owner had an equal chance of success as far as the boat was concerned, and the winners were developed through skilful handling. These one design classes have furnished fine sport and they have been the means of developing many rattling good amateur sailors.

Now with the new rules vachtsmen are paying attention to the regular classes, and while waiting for the report of the committee on scantlings they have framed special rules to govern some of the regular classes that will be of great benefit.

The Lipton cup which the Crescent Athletic Club has is for the 15 foot regular class. Boats that are already in existence are eigible to race for this trophy, but new boats must be built to certain restrictions that will insure a good seaworthy craft and one that will be easily sold when its owner wishes to dispose of it. The ballast must not be more than 50 per cent. of the displacement, and in this simple way the scantling question is disposed of. Yachts must be single panked, have not more than two suits of sails each season and have solid spars, and by these rules the cost of the boat is reduced to a minimum. Then boats must not be hauled out for cleaning more often than once a month and no professionals are to be allowed to sail in the races, so that the cost of running these boats will be very small, and it is hoped that many amateurs more often than once a month and no professionals are to be allowed to sail in the races, so that the cost of running these boats will be very small, and it is hoped that many amateurs will take advantage of the rules and restrictions and build in the class, which will be one of the best ever developed in these waters.

The German yachtsmen came here last season with three boats to sail against boats selected by the Eastern Yacht Club. The Germans were beaten, but they learned alesson, which has been shown in the conditions agreed on this year for the races that are to be sailed at Kiel in Augus. The cost of the boats is limited to \$2,400 each, only two suits of sails are allowed, and boats are not to haul out after the series of races for the Emperor's oup is started. Last year the American boats were hauled out as soon as a race was finished and kept on the ways until time to start the next race.

In Massachusetts waters the class Q boats will furnish the best sport of the season, and those yachtsmen who are interested in this class have agreed on scantling rules, so that boats of light construction cannot be built, and every boat that competes for the Lipton cap

boats of light construction cannot be built, and every boat that competes for the Lipton cup on the Jakes uhe rule of measurement in force in these waters has been adopted, and scantling rules have also been framed, and the boats that race this year for the Canada I be better than were ever turned out They have had scanlings on those or some time, but with the adoption of r rule things will be very much im-

NEW SONDER CLASS BOATS. Members of Eastern Yacht Club Building for Return Match.

After lots of delay the terms of the match between boats representing the Eastern Yacht Club and the Kaiserlicher Yacht Club have been agreed on, and the boats are to meet at Kiel on August 15. The new conlitions are somewhat different from those that governed the races of last season, and put such restrictions that the cost of b ing will not be so expensive. American boats must cost not more than \$2,100 and all are limited to two suits of sails. Only amateurs, too, are to sail on the boats in their races.

The delay in making the final arrangebuilding in the class. The winter has advanced so far that some yachtsmen who might have built Sonder class boats have made other arrangements for next season's sport, but still there will be some boats built, and probably three will be sent across the

sport, but still there will be some boats built, and probably three will be sent across the Atlantic to Kiel.

Some members of the Eastern Yacht Club are already at work on the class. Benjamin C. Tower is having a boat built by Lawley from designs by F. D. Lawley, and Lawley, it is said, has an order for another boat from designs by Charles D. Mower. This boat, it is said, is for a New York yachtsman who anticipates a trip to Germany and some sport over there. These two designers are both very clever, especially with small boats, and they were not represented in last year's races of this class.

It is thought that Dr. J. L. Bremer, who owned the Manchester, and C. H. W. Foster, who owned the Caramba, will have new boats, and they will be designed by E. A. Boardman, who designed their last year's boats.

The trial races are to be sailed during the week beginning June 17 at Marblehead, and it is thought that there will be six new boats and possibly two or three of last years.

The waters at Kiel are much fresher than at Marblehead, and designers will have to figure that a boat that floats on 19 feet 8 inches here will measure more at Kiel because there is less buoyancy in the water. The rule under which the boats are built is length plus beam plus draught must not exceed 32 feet.

GOLF.

Women's M. G. A. Championship Named for Knellwood Links.

At a meeting of the Women's Metropolitan Golf Association's committee yesterday it was decided to hold the championship tourna-ment at the Knollwood Country Club from Tuesday, May 21, to Friday, May 24. Courses of 5,000 yards or longer have been selected for the last four championships, but this time a short course has been chosen. The Knollwood course is of 4,610 yards and through the excellence of the putting greens a fine test of the short game.

The first match between the district teams of fifteen each will be played at Knollwood on the Thursday before the championship. The second match will be at the Garden City Golf Club on Tuesday, June 14. There will be the usual number of one day tournaments this season for the members of the Women's M. G. A., dates for which are being entered. The Fairfield County Golf Club has made an application for a date during the third week of June. A scheme is under consideration for the counting of points to determine the winning of the new season's individual record cups.

reimme are winning of the new season's individual record cups.

Palm Brach, Feb. 8.—The first and second rounds for the Lake Worth and consolation cups were played to-day. The feature of the first round was the Hamilton and Wood match, Hamilton winning at the twenty-first hole. In the second round R. H. Mc-Elwee, former Southern champion, was put out by Clayton G. Dixon. The result:

Lake Worth Cup—First round—Walter Fairbanks beat Henry Davenport, 5 and 4: E. H. Kelly beat A. W. Black, 4 and 3; C. G. Dixon beat A. P. Clapp, 3 and 2; H. McElwee beat V. C. Longley, 3 and 2; H. M. Forrest beat C. Fellow, Jr., 4 and 3; L. A. Hamilton beat St. John Wood, 1 up (21 holes); T. S. Lippy beat W. G. Herssman by default.

Consolation Cup—First round—C. S. Cowan beat J. W. Whetmore, 4 and 3; G. A. Vondulm beat J. N. Hopkins, 2 and 1; H. B. Stowell beat T. R. Moore, 5 and 4' H. C. Colborn beat C. S. Brackett, 5 and 4; E. P. Goodwin beat B. H. Dickson by default; R. J. Allyn beat Dr. Chandler Robbins, 2 and 1; H. B. Botton beat C. M. McDonald, 4 and 3; E. S. Kassler beat H. White, 5 and 4; C. G. Dixon beat R. H. McElwee, 1 up; H. M. Forrest beat L. W. Weaver, 2 and 1; T. S. Lippy beat L. A. Hamilton, 2 and 1. Consolation Cup—Second round—G. S. Cowan beat G. A. Vondulm, 2 up; R. J. Allyn beat E. P. Goodwin, 5 and 6; E. S. Kassler beat H. K. Bolton, 3 and 2; A. C. Colborn beat H. B. Stowell, 2 up.

C. M. Daniels, the crack swimmer of the New C. M. Daniels, the crack swimmer of the New York Athletic Club, has consented to act as coach of the Columbia swimming team and will begin his work next week. Columbia will hold her first meet on February 9, with the West Side Y. M. C. A. in the pool of the Twenty-third street Y. M. C. A. Columbia will be represented by C. M. Mokinlay, I., Matz, G. M. Mackenzie, J. E. Arkush, Q. P. Halpin, R. G. Williams, G. C. Loening and C. H. Howe. The only meet that Columbia has in her own pool is the one with Harvard that will take place AMONG THE AUTOMOBILISTS.

AMERICAN INVASION OF EURO-PEAN MARKET.

A. E. Schwartz Helieves Idea Feasible and Is Now Looking for Desirable Store in Paris -Swiss War Department to Superintend Commercial Vehicle Contest.

Schwartz of New York believes that an American invasion of the European automobile market is feasible and mevitable. Mr. Schwartz is now in Paris and is supporting his confidence to the extent of looking for a vacant storeroom either in the Avenue des la Grand Armée or the Avenue des Champs Elysées-where they are scarce and high priced-with the idea of installing an agency for American automobiles. The fateful remark regarding coals to Newcastle is applicable, but Mr. Schwartz savs: I can sell in Paris, at a profit, for 22,000 francs, or \$4,400, an American four cylinder 50 horsepower automobile, with open touring body, top and headlights, fully equipped in all details. This would be a first class machine, the material and workmanship comparing with those of a similar car made on the Continent. American automobiles are built strong, having in view America's rough and bad roads, and surely this quality of strength will never prove to be a disadvantage on Europe's smooth roads. Moreover, there are a few bad roads in Europe.

"Now, consider the question of speed, ooth roads. Moreover, there

as that is always important, and particularly aportant when we discuss itsin relation to France. I am personally interested in a certain make of American automobile, the Wayne, for instance, which I consider to be mong the best, but we will talk about a rival. for which I have plenty of admiration. I refer to the Packard, merely as an example I have seen a Packard on French roads developing and maintaining greater speed than pertain French, German and other famous flyers-and, mark you, with less noise. I can say as much for the Pierce, which is also becoming well and favorably known in Europe. As for noise, Packards and Pierces make less noise than Panhards, Mercedes, Dietrichs or even Renaults, which have a special reputation for that much desired quality. American motors are less com-plicated than French motors, and all automobilists must appreciate this feature. Ar American firm establishing an office in Paris should do things on a liber | scale, and not oury its agency in somebod, s garage, where it will be systematically and patriotically nterred." Mr. Schwartz is collecting all available information on the subject, to warded to the American Motor Car Manufacturers' Association, which he is representing

in Quebec states his belief that there is a splendid opening in Canada for manufacturers of motor trucks which sell at a reason able figure and maintain an average speed of six miles an hour, to be used for gathering cream from the farmers. He says that a machine capable of loading a ton and a half or two tons would answer the purpose. He believes that at least twenty of such trucks could easily be placed in the province of Quebec, and if these proved satisfactory that there would be sale for many more

The French Minister of War has arranged for a census of all automobiles which may be of service to the army in case of war. cars which will carry 1,540 pounds of dead weight, or at least fifteen persons, will be

A commercial vehicle contest will be need in connection with the third Swiss automo-bile show to be held at Zurich in May next The War Department has accepted the "pro-tectorate" over the contest and Major A von Bonstetten, a member of the Swiss An-tomobile Club, has been appointed to repre-sent the Government at the trials.

It is proposed to open a small automo service in Torio, and between that city and Kanagawa. The capital of the new company will be \$1.500,000. Official permission is said to be already given for the service in Tokio, and application was made on November 24 for a charter to run cars between Kanagawa and the Daight [Particle]. is to be two sen (one cent) per mile.

during 1908; 16.750 drivers' licenses were issued and \$49,605 was received in fees.

Quite a number of contests of a practical nature are being planned for the coming season, but it appears that nothing definite has yet been decided upon, and it will probably be some time before any official announcements are issued, says the Horseless There is first the Automobile Club of America denatured alcohol test, which was postponed last fall, to be held early the coming spring. Then we will presumably have another Glidden contest, the American Automobile Association plans to hold its annual tour, and the National Association of Automobile Manufacturers is said to be considering the organization of a touring car contest independent of both these. But would it not be advisable that the rules and regulations for our great national contests be settled a little earlier in the season? The details of all the great European events have been settled for some time, and in the case of at least one of them, the race for the Emperor's cup, the entries have already been closed. This not only permits the entrants to properly prepare for the contest, but also enables the organizers to thoroughly work out all the little details of organization and management, which cannot be properly done if the rules are settled only a short time previous to the date of the event and the entry lists are held open to the last minute. Loose organization has been one of the characteristics of many previous automobile contests in this country, and delay in forming the rules and closing the entry list has often been the cause. The automobile industry is now sufficiently well established to foresee its needs in the way of competitive tests well in advance, and there is, therefore, no excuse for delay in settling upon the rules of the proposed contests.

There is a strong entry for the opening rounds of the gold racket championship this afternoon at the Tuxedo Club court. Clarence H. Mackay, who has won the trophy for three years, will win out this trophy for three years, will win out this time for keeps should he defeat the winner of the preliminary tournament on Lincoln's Birthday.

Those who have entered for to-day's rounds include Pierre Lorillard, Jr., O. W. Bird, W. B. Dinsmore, Jr., W. P. Bucknall, Milton S. Buyer, Payne Whitney, Lawrence Waterbury, Charles E. Sands, R. Fincke, G. C. Clark, Jr., and Erskine Hewitt, last year's Canadian champion. George Standing will go to Tuxedo as coach for the Racquet and Tennis Club entrants. There will also be some entries from Philadelphia and Boston.

Conditions on Lake Cayuga May Take Har-

vard-Cornell Race to Boston. ITHACA, N. Y., Feb. 8 .- The Harvard-Cor-Cayuga on Memorial Day unless the local steamboat companies which provide excursion boats for the race agree to anchor at the finish and not follow the crews over the course. The race will be held at Boston, as Harvard has expressed her willingness

as Harvard has expressed her willingness to hold it there if satisfactory arrangements cannot be made at Ithaca.

No ultimatum has been sent to Cornell by the Harvard authorities, but the stand taken by Cornell is entirely of her own volition and springs from a desire to protect the oarsmen from the heavy swells caused by the steamboats, which have often threatened the lives of the oarsmen. Unless the Brown Transportation Company agrees to the proposition of the Cornell authorities the Cayuga Lake regatta will be called off. Cayuga Lake regatta will be called off.

of the class of 1907 has been appointed field coach for the season of 1907, to succeed Guy Hutchinson. Since entering college Hubbard has played in every varsity football game contested by an Amherst eleven, and has been selected by Walter Camp as an all America back and secured a like award on the all Eastern team last fail.

The coach-elect will call out candidates about March i and work the line men at hammer throwing and shot putting and the backs at aprinting. He is captain of this year's track team and is 20 years old.

\$25.00 COLORADO

First-class round-trip tickets at this rate Chicago to Denver. Colorado Springs and Pueblo on sale by the Chicago, Union Pacific & North-Western Line February 5 and 19, with return limit of 21 days.

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One-way Colonist tickets to Colorado points on sale first

and third Tuesday of each month at \$17.85 from Chicago. Approximately as low rates from points east of Chicago. The Colorado special, leaving Chicago daily at 7.00 p. m. is only one night en route to Denver. The Denver Express, leaving Chicago daily at 11.00 p. m., arrives Denver and Colorado Springs the second morning via the Chicago, Union Pacific and North-Western Line.

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upon any disordered, sleepless, or feverish condition is simply marvellous and unsurpassed. In fact it

MISSOURI LAD'S HANDICAP.

NICOL'S GOOD RIDE LANDS FA VORITE IN FRONT. Cora Price, Backed From 10 to 1 to 4, Wins

at a Mile-McCormick Fails to Clean Up With Grenade-Evie Green and Planute Successful at Short Odds NEW ORLEANS, Feb. 8 .- One of the heaviest

eards of the week was offered at City Park this afternoon, and this coupled with a fast track and bright, suashiny weather, drew a larger crowd than has been attending the In the handicap at a mile and a furlong

but three started. Although small in size there was more than the usual amount of class represented. Missouri Lad, owned by Fred Cook and ridden by Nicol, won after a hard drive. Missouri Lad was the favorite and his victory was due to the ride he received. Nicol avoided the early pace and closing with a rush through the stretch wore down Besterling, the pacemaker, and got up in time to secure the verdict by a neck. Goldic, the other starter, ran in second place but dropped out of it altogether when the run in the stretch came.

Cora Price, who had shown several flashes of form of late, was the medium of a smallsized coup in the mile selling race for three olds. Cora Price was a 10 to 1 chance at the opening but four was the ruling quo-tation at post time. Bilac raced Cora Price in behind the pacemakers until the stretch, but she had to do her best to stall off the rust of Sicamous and win by a length. Kaiser hoff, who was forcing the pace with Jeseamy

Ziephen, with Nicol up, and at the favorite price, beat the barrier in the three and onehalf fu rlong dash and won all the way. Jimmy H. was second, while Brawny Lad, at a good price, saved the short end of the purse for his owner. Gresham was the medium of a heavy plunge on the report that he outworked E. M. Fry. The colt, however, was green at

the barrier.
Jimmy McCormick attempted to clean up Jimmy McCormick attempted to clean up with Grenade in the seven furiong selling race, but after being well played and looking to have the race won, Grenade stopped and just managed to save the mean end of the purse. Clitton Forge, the winner, had to overcome a lot of interference, but won with a length to spare.

Cobmosa, with Jack Martin in the saddle, was the choice over an ordinary lot of platers in the second half of the seven furlong event. Cobmosa, however, was not good enough to beat Bazil, one of the outsiders, which won from Heart of Hyacinth. Evie Green and Planute, favorites, won their races cleverly.

First Race—Three and a half furlongs—Ziephen.

favorites, won their races cleverly.

First Race—Three and a half furiongs—Zlephem, 115 (Mool), 5 to 2, won; Jimmy H., 115 (J. Hennessy), 11 to 2, second: Brawny Lad., 112 (Walker), 15 to 1, third. Time, 0:48 1.5. Hannis, Bucking Boy, Gresham, Jennie's Beau, Ben Sand, Prosperous, Prince Bowling, Shug, Capt. Childs, Bitter Man and Count Heinferd also ran.

Second Race—Seven furiongs—Clifton Forge, 101 (Gangel), 9 to 2, won; Asterlak, 103 (Hayes), 30 to 1, second: Grenade, 105 (Mointyre), 5 to 2, third. Time, 1:28 3.5. Ancestor, Speedmaker, Gilfain, Jerry C., Bellindian, La Cache, Young Sator, Ganara, Foxmead and Consideration also ran.

Sator, Using Processing States of Cora Price, 105 (Bilac), Third Race—One mile—Cora Price, 105 (Bilac), 4 to 1, won: Sicamous, 106 (J. Hennessy), 16 to 1, second: Kalserboff, 107 (Walker), 12 to 1, third Time, 1.42 2-5, Quince, Made O'Nefil, Jessemy, Maelistrom, Schroeder's Midway, Doubt, Rip Rap, Gold Duke, Fire Alarm, McAllister, Royal Bond and Economy also ran. Maeistrom, Schroeder's Midway, Doubt, Rip Rapi, Gold Duke, Fire Alarm, McAllister, Royal Bond and Economy also ran.
Fourth Race-Seven frulongs-Basil, 108 (Walker), 12 to 1, won; Heart of Hyacinth, 403 (Pickens), 9 to 2, second; Cobmosa, 111 (J. Martin), 11 to 10, third. Time, 1:29 1-3. Layson, Bert Osra, Omar Khayyam, Alenacre, Ed. Tlerney, Capitano, Water Pansy, Plantagenet and Montercy also ran.
Filth Race-Handicap; one mile and an eighth-Missouri Lad, 105 (Nicol), 13 to 10, won; Besterling, 104 (J. Hennessy), 13 to 5, second; Goldic, 108 (Lowe), 9 to 5, third. Time, 1:34 5-5.
Sixth Race-Five furlongs-Planute, 106 (Nicol), 5 to 4, won; Dianemock, 105 (Lowe), 18 to 1, second: Little George, 107 (Goldstein), 60 to 1, third. Time, 1:01. Sink Spring, Sister Ida, Kate Sperry, Our, Capt. Taylor, Ducheas of Montebolio, Rappahannock, Coltness and Combination Man also ran. Sevenith Race-One mile and a sixteenth-Fvie Green, 96 (J. Hennessy), 13 to 10, won; Gold Coin, 101 (McIntyre), 4 to 1, second; Goldess, 94 (Lowe, 7 to 1, third, Time, 1:48 1-5. Belle the Cat, Gladiator, Chamblee and Henry O. also ran.

New Orleans Entries for To-day.

Second
Sam Hoffheimer
Creolin
Arabo. 144 Orthogo.
Little Wally 143 Henry A. Schroding School 156
Gould. 158
Third Race—Three and a half furiongs:
Lawless. 116 Besom Friend.
Mollie Montrose. 113 Notasuiga.
Lee Crest. 112 Emma G.
Coincident 199 Star of Woodstock.
Gremse. 105 Elvira M.
Gremse. 105 Elvira M.
Gremse. 102 Plorence M.
102 Florence M.
102 January 102 Janu Coincident 109
Gremse 105
Bayou Lark 102:
Bitterly 102:
Dona H 102:
Fourth Race—The Hear
Alma Dufour. 119
James Reddick 100
Orly 11 108
Fifth Race—Handteap:
Fmergency 118 120 Sir Toddington 112 Palloday Dargin. Slath Race—One mile: 108 Oysune... 108 Turbulence... 108 Spion... 108 Fantastic... Quagga henip Ridgeley Seventh Race Prince Brutus. Mayor Johnson. Butinshie. Matalda. Miss McKenna. Auditor

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HUESTON LEADS AT POOL. Scores 30 Points More Than Dawson in Second Night's Play.

Thomas Hueston last night increased his lead in the match for the pool championship that he is playing with Edward Dawson. The match is being played at the Morningstar Academy, and at the end of the first night's play Hueston led by sixty-three balls. Last night Hueston showed superiority from the start, and on the first two frames in-

Husston—11, 6, 0, 15, 6, 7, 12, 7, 11, 12, 0, 13, 14, 13, 15, 2, 13, 9, 5, 8, 11, 3, 3, Total, 193, Scratches, High run, 28, Grand total, 400

Dawson—4, 9, 15, 0, 9, 8, 3, 8, 4, 3, 15, 2, 1, 29, 13, 2, 0, 19, 14, 12, 8, Total, 143, Scratches, 4, High run, 24, Grand total, 237.

BASEBALL AT CORNELL. Cage Practice at Ithaca Brisk and Outlook Is Cheerful.

The baseball players at Cornell are work-ing hard under the direction of Coach Danny Coogan and Capt. E. S. Brown, '07. There re four places on the varsity team to be filled and the competition for them is brisk. The Cornell team starts on its southern trip in a

and the competition for them is brisk. The Cornell team sarts on its southern trip in a few weeks. To handle the squad of candidates better, the men have been divided into two sections, one section reporting every other day. By that means the work is split and the arount of individual attention to players is doubled.

So good is the quality of the candidates that little fear is felt as to the filling of the four positions satisfactorily. J. J. Deshon, the little Nicaragnan, who has had two seasons in the box, will be the first strong pitcher this season. He is a senior now. W. H. Lovejoy, '08, will also try pitching. Capt. Brown will play third base this season again. F. L. Heilman, '08, will also try pitching. Capt. Brown will play third base this season again. F. L. Heilman, '08, will also try pitching. Capt. Brown will play third base this season again at shortstop. O. H. Bigelow, '07, left fielder last year, is again a candidate for the nine.

It is expected that the baseball schedule will be made public after the next meeting to the announced dates of the Crimson, has two games with Cornell. Games are to be played with Pennsylvania. Columbia, Lafayette, Pennsylvania State College, Amherst, Yale and others. It is not known whether a game with Princeton has been arranged for this season.

M'GRAW NOT TO COME EAST. New York's Manager Says He Likes Los Angeles Too Well.

Fred M. Knowles, secretary of the New York Nationals, yesterday got a letter from John McGraw in which the manager said that the weather conditions in Los Angeles were so fine that McGraw was not coming were so fine that McGraw was not coming East at all. McGraw said that he had leased Chute Park for the training ground. This was the finest ball park in the section, he said.

McGraw said he had met Danny Shay and had given him a contract. There was no mention of whether Shay had signed it, but Knowles had the impression that all was well. McGraw has received requests for numerous baseball games from towns along the Coast.

The members of the Boston Yacht Club at their annual meeting elected the following officers: Commodore, Edward P. Boynton, officers: Commodore, Edward P. Boynton, schooner Magnolia; vice-commodore, Alfred Douglass, schooner Shiyessa; rear-commodore, J. Fred Brown, schooner Mariette; secretary-treasurer, Walter Burgess, executive committee for two years, Charles A. Freuch, Charles E. Lauriat, Jr., Summer H. Foster. George G. Williams; membership committee, Walter C. Lewis, chairman, G. H. Street, L. B. Goodspeed, Arthur Prince Hawes; regatta committee, Bryan S. Perman, chairman, George P. Keith, Frederick P. Bowden, David A. Weir, Percy Hodges, C. Barton Pratt.

R. W. Emmons, 2d, of the Eastern Yacht Club has ordered a fifty-seven footer to be built by Herreshoff. This will make the

built by Herreshoff. This will make the fourth boat in this new class, the others being for Commodore Cornelius Vanderbilt, H. F. Lippitt and G. M. Pynohon. It is still time for another boat to be ordered and there are synchtsmen who cannot quite make up their minds. With four in the class, though, the racing in the fifty-seven foot class promises to be the best of the season. Mr. Emmons is one of the best known of the Eastern racing man. He makes his headquarters on Buzards Bay, and was very successful with boats of the one design classes that have raced on those waters. He owned the Mashnes of the thirty-foot class and later the Humma.